

Amendments to the Specification:

Please replace the paragraph beginning on page 1, line 8, with the following rewritten paragraph:

--Various systems are used to mount add-on or portable passenger restraint systems to vehicles. For example, it is known to use a web belt attached to a child seat in combination with a connector to mount the child seat to a vehicle. Embodiments of such a combination, which may further include a web adjuster, are disclosed in commonly owned U.S. patent application serial number 10/206,603 filed by Dingmans et al. on July 26, 2002 and now U.S. Patent 6,962,394, and serial number 10/245,983 filed by Foyer et al. on September 17, 2002 and now U.S. Patent 6,886,889, the disclosures of which are incorporated herein by reference.--

Please replace the paragraph beginning on page 10, line 12, with the following rewritten paragraph:

--Furthermore, it is possible to mount a forwardly facing child seat 20 using an upper retractable coupling 30, 130 as herein described above, but using the lower anchorages 34 rather than upper tether anchorages (not shown). Such an arrangement might be desirable in a vehicle, such as a bus, that does not have an upper parcel shelf. Referring to Figs. 9-12, illustrative upper tether anchorages or mount systems 670, 770, 870, 970 are depicted. Illustratively, the upper tether mount systems or anchorages 670, 770, 870, 970 are mountable to a seat back frame ~~510~~ 514 of a vehicle and alter or redirect the direction of a web 64 in substantially the same manner using either a loop of web 672 or a D-ring 680, or other suitable device. For example, the upper tether systems 670, 770, 870, 970 may receive a tether strap or web 64 proceeding upwardly from a

Amendment Response
Serial No. 10/688,174 Group Art Unit 3636
Atty. Docket No. 5015-491
Page 2 of 8

portable child restraint system or seat 20 and redirect the upward path of said web 64 downwardly toward one of the lower anchorages 34 for coupling therewith in substantially the same manner as shown in Figs. 9 and 11. In such a case, the lower anchorage 34 will transfer loads from the tether strap 64 to the vehicle structure. It will be appreciated that the tether 64 could also be routed through an upper tether anchorage (not shown) and downwardly to the lower anchorage 34 for anchoring.--

Please replace the paragraph beginning on page 10, line 29, with the following rewritten paragraph:

--The illustrative tether anchorage systems 670, 770, 870, 970 will now be described. Illustratively, upper tether system 670 comprises a length of web 671 formed into a routing loop 672 at one end by doubling one end of the web 671 back on, and coupling it to, itself as by, for example, stitching 673 (Fig. 9). The other end of the length of web 671 is mounted or attached by any suitable method to the seat back frame ~~510~~ 514. One illustrative method of mounting the tether system 670 is by stitching. For example, the other end of web 671 could have a loop formed by stitching (Fig. 9) and configured to receive a retaining member 778. The web 671 could be threaded through aperture 776 in top crossbar member 514 and then coupled thereto by inserting the retaining member 778 through the loop as depicted in Fig. 9. It will be appreciated that system 670 and each of the other illustrative tether mount systems 770, 870, 970, which will now be explained, may use other suitable mounting methods.--